

Item #	Idea
	I-15 Improvements
1	Widen I-15 to 8 GP lanes + 2 HOV lanes from Salt Lake County Line to University Parkway
2	Widen I-15 to 8 GP lanes from University Parkway to US-6
3	Widen I-15 to 6 GP lanes from US-6 to North Payson
4	Construct new I-15 Interchange in Lehi
5	Construct new I-15 Interchange at 800 South (Orem)
6	Construct new I-15 Interchange at 2000 South (Orem) /2000 North (Provo)
7	Construct new I-15 Interchange at 820 North (Provo)
8	Construct new I-15 Interchange at 920 South (Provo)
9	Construct new I-15 Interchange in Spanish Fork/ Springville
10	Construct I-15 C-D roadway from University Parkway to 920 South (Provo)
11	Add HOV lane in each direction on I-15 from Sandy to Payson
12	Add HOV lane in each direction on I-15 from Sandy to University Parkway
13	Add 1 GP lane in each direction on I-15 from University Parkway to Main Street (Payson)
14	Relocate I-15 at the point of the mountain
15	Lower or move I-15 at the point of the mountain
16	Build high speed commuter rail from Brigham City to Payson interconnecting with LRT, airport and buses
17	Mountain View Corridor connection to I-15
18	More east west road connections to I-15
19	Need to connect LRT, commuter rail, freeways, trails
20	Need direct connection to I-15 for Elk Ridge
21	Alternatives to I-15 in place before reconstruction
22	Look at weave patterns on I-15 southbound at I-80 east to 3300 S --always backed up
23	Need to alleviate congestion on I-15 from Lehi to Orem
24	Upgrade structures on I-15
25	Make I-15 a double Decker, built to earthquake standards
26	Widen I-15
27	Widening I-15 only encourages more driving people to use it
28	Auxiliary lanes needed in Utah County for better on-off merges
29	Improve landscaping along I-15 corridor
30	Build the Legacy Highway
31	No more roads
32	Plan adequate spacing for overhead electronic message boards and signs
33	Improve signing on I-15
34	Add an exit only lane on I-15 between 800 N Orem & 1600 N Lindon
35	Add more lanes on I-15 and build commuter rail
36	Address MOT during construction
37	Please do not do construction at night, my family cannot sleep
38	Evaluate impacts to emergency services
39	Improve long term I-15 capacity and make initial short term solution
40	Look for least community impacts when widening I-15
41	Look at using LRT during construction
42	Build MVC first to improve MOT during I-15 reconstruction
43	Extend MVC on the west side of Utah Lake
44	Transit before I-15 reconstruction for MOT, mode sequencing
45	Need highway expansion now, cannot wait for commuter rail
46	Improve Orem Center St interchange
47	Make all the interchange ramps one lane

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48	Interchange at 800 S
49	Build new interchange at 840 (820) N Orem
50	New interchange at Pleasant Grove has made traffic flow worse
51	Interchange at 1200 N in Orem (study it)
52	American Fork Main Street interchange
53	Build the 11400 South interchange and roadway into South Jordan
54	I-15 needs new interchanges at new major development areas
55	I-15 needs new single point urban interchanges
56	Improve the Bluffdale interchange
57	Improve the SR-6/I-15 interchange in Spanish Fork
58	System-to-system interchange at SR-6 in Spanish Fork
59	Improve the Alpine interchange
60	Increase storage capacity at off ramps
61	Look at a Spanish Fork 2700 North off-ramp
62	Create more interchanges on I-15
63	Look at an interchange between exits 261 and 263
64	Look at the connecting Orem 1200 North from the west to east of I-15
65	All interchange on-ramps need metering
66	Make the Springville 1600 South crossing into a full interchange
67	Mapleton needs a direct connection to I-15
68	Mapleton needs an interchange
69	Need a new interchange at 120 South Payson
70	Reversible lanes
71	Consider multi-lane ramps at 9000 South, 10600 South, and 12300 South
72	Dedicated bus lanes
73	High Occupancy Toll lanes
74	HOV be peak time sensitive
75	Encourage carpooling
76	Direct Access Ramp to I-15 HOV lanes at Lehi
77	Direct Access Ramp to I-15 HOV lanes at Orem
78	Direct Access Ramp to I-15 HOV lanes at Provo
79	HOV merges termini are a problem
80	HOV are a false solution --get rid of them
81	Extend HOV lanes
82	HOV lanes need to be limited access with a curb or double yellow line
83	Truck traffic regulation is needed on I-15, no passing areas, trucks in right lane only, it works in CA
84	Extend HOV lanes from SL county to Payson
85	HOV lanes from US-6 to I-15
86	I-15 needs less interchanges
87	Investigate reversible lanes on I-15
88	Create speed lanes, left 75 mph, center 65, right 55
89	Look at toll roads
90	Make all roads toll roads
91	Look into managed lanes alternatives (HOT, HOV, reversible lanes)
92	Make all HOV lanes HOT lanes
93	Need immediate congestion relief with HOV lane and auxiliary lanes
94	Get trucks off I-15
95	Widening I-15 makes traffic movements less safe
96	I-15 needs to be safer
97	Improve S curve
98	Improve ramps at the SR-75 interchange in Springville
99	I-15 is being used as a local street
	Transit
100	Improved bus service, more frequent and more east-west in Utah County
101	Improved bus usage, increase ridership
102	Bus drivers that don't fall asleep while driving
103	Need better transit routes

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104	Need at least one bus to Santaquin
105	Bus signal priority
106	Bus only lanes on I-15 and other major routes
107	Bus route improvements, buses for BYU games
108	Buses should feed the intermodal center in Provo
109	Need locations of BRT
110	BRT on State Street in Utah County
111	Increase number of commuter buses
112	Look at smaller buses to use within communities and run them more often
113	BRT dedicated lanes
114	Improved bus service
115	Commuter Rail from Murray Central TRAX to Provo
116	Look at commuter rail stops at 10000 South or 10800 South
117	Commuter rail frequencies higher than the 30/60 mentioned in IRCAA
118	Commuter rail needed between Provo and Ogden, do it now we have the rails
119	Commuter rail times need to be better than every 30 min --to encourage use
120	Commuter Rail from Salt Lake City to Payson
121	Commuter Rail from Salt Lake City to Provo
122	Commuter Rail to Payson
123	Commuter Rail needs to be like BART in San Francisco, fast and efficient unlike TRAX
124	Commuter Rail to Provo
125	Need highway expansion now, cannot wait for commuter rail
126	Add more lanes on I-15 and build commuter rail
127	Commuter rail over light rail
128	Look at cross street delays at transit crossings
129	Look at development conflicts with UTA alignment in Bluffdale
130	Use DMU on the LRT line in the Draper area and into Utah County
131	Rather than committing to a single alternative, such as increasing lanes on I-15, a multiples approach including increased transit by bus, rail, or bicycle would offer better solutions adapted to the circumstances and needs of the community today and in the future.
132	Need better education on transit
133	Need to reduce travel time on transit
134	Need to create transit grid for better functionality
135	Medium rail needed (something between light and commuter?)
136	Need to find funding for transit solutions
137	Need to consider long term transit options; commuter rail, LRT, BRT, new corridor
138	Need to move people not cars
139	Commuter and light rail park and ride to SR-92
140	Transit before I-15 reconstruction for MOT, mode sequencing
141	Transit needs to be expanded further south
142	Transit should go beyond Provo, as far south as possible
143	Transit needs to be improved for commuting within Utah County
144	Transit needs to be improved for commuting within Salt Lake County
145	Need transit incentives and education
146	Public transit oriented system for new developments of housing and business
147	Incorporate interdependent transportation system
148	Need effective mass transit in Orem-Provo
149	Need to connect LRT, commuter rail, freeways, trails
150	Utah County needs a major investment in transit
151	Public education campaign on transit needed
152	Mass transit is the answer
153	We need UDOT to take care of the roads and the tax increase to go for commuter rail
154	Commuter rail local and express
155	Build high speed commuter rail from Brigham City to Payson interconnecting with LRT, airport and buses
156	Elevated commuter rail down the middle of I-15
157	Current public transport is too slow, need commuter trains
158	Look at using LRT during construction

Item #	Idea
159	We need light rail now
160	TRAX Extension from Sandy to Lehi
161	TRAX Extension from Sandy to Lindon
162	TRAX Extension from Sandy to 12300 South (Draper)
163	TRAX Extension from Sandy to 14600 South (Draper)
164	TRAX Extension from Sandy to Thanksgiving Point
165	LRT extension into Utah County
166	Local and express LRT from Utah County to downtown SL
167	LRT extension from Brigham City to Payson
168	LRT in Utah County only
169	Use existing LRT corridor extending south through Draper into Utah County
170	Look at the Mid-Jordan LRT project
171	Utah Valley is so different than Salt Lake in terms of layout and getting places it make transit more difficult to plan.
172	Look at a E-W LRT system in the south end of Salt Lake Valley
173	Land use critical to transit
174	Traverse Mountain ideal location for rail transit for local and tourist traffic
175	Study station spacing
176	Intermodal center locations are key to local access and use
177	Land south of Provo would make a good transit location
178	Create new intermodal transit center at new Pleasant Grove interchange
179	American Fork 6400 N intermodal center
180	Look at overhead crossing of proposed commuter rail and I-15 at the West Fields development
181	More park and ride lots needed look at Washington DC's model
182	Look at a Park and Ride multi-use structure
183	Look at transit parking. It is being underestimated.
	Other Improvements
184	10 S tie into American Fork at State Street
185	10800 S is exploding with development and traffic
186	2-lane bridge in Springville needs to be widened
187	400 South in Springville is a concern
188	Belt route on the east side of Utah County
189	Build a bridge over Utah Lake
190	Build MVC
191	Build MVC first to improve MOT during I-15 reconstruction
192	Causeway through Utah Lake (N-S, E-W, at south end)
193	Complete Highland Drive south of 9400 South and connect it to the Bluffdale interchange
194	Complete the south county loop road from SR-189/1600 West to the Benjamin/Salem I-15 interchange
195	Consider airport expansion at Eagle Mountain
196	Eagle Mountain connection to I-15
197	Develop Geneva Road
198	East side belt route in Utah County
199	Extend 800 N
200	Extend MVC
201	Foothill highway would be useful
202	Geneva Road
203	Improve capacity between Provo Center Street to BYU
204	Improve circulation around commuter rail stops
205	Improve connector roads between Pleasant Grove and Lindon
206	Improve e-w connectivity in Orem-Provo
207	Improve Provo Center Street
208	Improve traffic flow due to UVSC expansion
209	Increase E-W connections in North Lehi
210	Increase SR-92 capacity
211	Look at a freeway crossing at 13200 South in Draper
212	Look at access between airport and University Ave interchange
213	Look at annex for mixed use near Geneva Rd, student housing will max out capacity

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214	Look at causeway
215	Look at Center Street and 900 South crossings (Springville ?)
216	Look at overhead crossing of proposed commuter rail and I-15 at the West Fields development
217	Major collector needs to be upgraded, was N-E frontage in Lehi (Old State Highway)
218	Major expansion needed south and west; 8570 N/SR-73/Lehi Main St
219	1900S Lehi needs to be a freeway to connect with Redwood Road, which also needs expanding
220	Build a street from Thanksgiving Pt to just south of Camp Williams to help our Lehi Main St
221	MVC land use requirements at system to system
222	Need a connection to Redwood Road
223	Need more at e-w crossings at I-15
224	Need solutions for parallel streets adjacent to I-15 interchange on-off ramps
225	New arterial off frontage road near Lehi
226	Improve parallel facilities
227	Payson 800 South issues
228	Provide multiple routes to the Provo East Bay area
229	Relocate frontage road
230	Salem loop road needs to be extended and completed
231	Springville 900 South Crossing is needed
232	Springville needs signal improvements and exit ramps extended to make interchanges more efficient
233	State Street
234	System-to-system interchange at Bangerter Highway (Ron's suggestion)
235	System-to-system interchange at SR-6 in Spanish Fork
236	Toll road on the west side of Utah Lake
237	Is building west side of Utah Lake environmentally sound?
238	Utah County belt route
239	Widen US 89 from 4 to 6 lanes, 8000 North (American Fork) to 1600 North (Orem)
240	Widen US 89 from 4 to 6 lanes, 900 East (Provo) to 400 North (Springville)
241	Widen US 89 from 2 to 4 lanes, Mapleton to Spanish Fork
242	SR 68 (road west of Utah Lake) widen to 4 lanes from SR 73 (MVC) to I-15 (Nephi)
243	Widen 10400 South from Redwood Road to Bangerter Highway
244	Widen 400 S and 400 W
245	Widen road to Eagle Mountain to 3 lanes, then turn back toward Point of the Mountain and intersect at Bangerter Highway --alternative loop road
246	Widen Geneva Rd to 5 lanes with park treatment on 1-side, need underestimated in previous studies
247	Widening of Redwood Road from 10400 South to Bangerter
248	Work with Draper and Alpine Hog Hollow
249	Work with Saratoga Springs; Pony Express Parkway Study
250	Accommodate bicycle traffic at the point of the mountain
251	Create scooter/bike paths alongside Trax
252	Accommodate cyclists at the point of the mountain
253	Address pedestrian safety at the Spanish Fork Main Street underpass
254	Need a pedestrian underpass at 450 South Santaquin
255	Need a pedestrian underpass at the Spanish Fork River
256	Trails; Provo Harbor and Soldier Hollow
257	Work trail system into developments
258	Current MVC terminus will dump traffic into existing I-15 bottleneck
259	Evaluate the freeway-to-freeway connection with Mountain View Corridor
260	Highway across Utah Lake; Vineyard to Saratoga Springs
261	Need to look at connectivity of E-W and N-S transportation facilities
262	Provide a direct connection to I-15 for Elk Ridge
263	Opportunities for residential development are created in proximity to business, commercial and manufacturing enterprises where nearby residents might be employed thus reducing transportation needs
264	Concern over the Independence Development area (Bluffdale)
265	MVC land use requirements at system to system
266	Need to serve future development (Bluffdale and west of Utah Lake)
267	Land south of Provo would make a good transit location
268	Is building west side of Utah Lake environmentally sound?

Item #	Idea
269	Preserve a corridor on the west side of Utah Lake for a future road
270	Alternatives to I-15 in place before reconstruction
271	Alternatives to Point of the Mountain
272	Use Kearns River gas line for alternative roadway to Mona
273	East Lake Highway
274	New freeway east end of Point of the Mountain from Wasatch Blvd east of Hidden Valley to Alpine, connecting with the main road leading through Pleasant Grove to State St in Utah County
275	New freeway on west side of Utah Lake that would run from Bangerter to I-15 south of Santaquin
276	Extend I-215 to go south paralleling the Jordan River then circles the lake and rejoins I-15 near Santaquin
277	Identify land needed for East Lake Highway
278	Need another N-S corridor
279	Need another N-S corridor through Provo
280	Need collector-distributor
281	Road west of Utah Lake
282	Use canal ROW for east side n-s alternative to I-15
283	Utilize frontage roads at the point of the mountain as other N-S corridors. Would need to widen and improve them.
284	Highway 6 needs safety improvements
285	Need another N-S alternative if terrorism strikes and when I-15 is closed due to accidents
286	Spanish Fork and Provo Center Street turns are too tight
287	Keep enough shoulder on I-15 for emergency pull offs
288	Secure medians --to reduce head-on accidents
289	Remove at grade rail crossings
290	Reduce semi-truck speed limit from 65 to 55
291	Improve signal synchronization
292	Need sound walls
293	Need an underpass at 11200 South in South Payson
294	Need an underpass at Springville 800/900 South
295	Payson and Spanish Fork need pedestrian access across I-15
	Other Miscellaneous
296	Preserve open space; Taylor's conservation area, wildlife refuge, Powell Slough, Utah Lake trail system
297	Clarify road jurisdictions between city, county, and state
298	Improve driver education (proper lane usage)
299	Incorporate previous studies
300	Lindon concerned with 16th St study has a flyover that will not work
301	Needs to be better communications between UDOT, UTA, counties, and cities (UDOT should lead the effort)
302	Planning needs to happen to accommodate future growth
303	Planning needs to happen for a longer time period than 30 years
304	previous study issues have been ignored
305	Need incident management services
306	Incorporate Orem's SWATS study final report into this study
307	Automobile ferry on rail cars
308	Reevaluate CD study with more objective approach for true benefit as it will impact every neighborhood along entire route
309	Haul freight by rail --get semi-trucks off the road
310	Driver education and more enforcement of laws needed
311	Get the money now to fix the roads now
312	Need better planning for development and roads in Utah County
313	The state of Utah should set up job swapping
314	The state of Utah needs to offer incentives for low polluting cars
315	Create shelters at Park and Ride lots for safe bike and scooter storage
316	Incentives needed for telecommuting
317	There needs to be a better way to get cars/trucks spewing black smoke off the roads
318	Smaller cars which emit less pollution and get better gas mileage need to be preferred auto
319	AS a small business owner adjacent to I-15 I am against sound walls
320	Long term needs of noise, air and visual pollution reduction
321	Noise walls are needed to protect residential areas along I-15

Item #	Idea
322	Very disappointed by Utah County commissioners decision to use 1/4 cent tax for highway only
323	Concern over Highway 6 safety